General Property	Information		For Staff Use Only DHR ID #:						
District Name (a)	Three Chont Poed		Į						
District Name(s):	Three Chopt Road								
District or Selected Building Date(s):	1900 – 1950	X Circa □Pre □Post	Public? Yes X No						
Main District Streets and/or Routes:	Street Road, includ Three Chopt on To	from Bandy Field to Cary Ling certain properties west of wana Road, Iris Lane, St. I Stonehurst Green. (See ched)	Rich	mond	Zip: 23226				
County or Ind. City:		USGS Quad(s):	Bon	Air					
Physical Character of General Surroundings									
		C							
Acreage: ~85 acres	Setting (choose one):								
includes those residences along a 1.3-mile length of Three Chopt Road, which stretches from Cary Street Road on the south to Bandy Road on the north in the Westhampton area of Richmond's West End. Curvilinear, picturesque, and lined with mature trees and shrubbery, the colonial road was transformed from a rural by-way to an impressive suburban residential corridor between 1900 and 1950, a direct result of the establishment of the Westhampton Park streetcar line in 1901. The large houses that line Three Chopt Road, typically sited on wide, deep lots with manicured lawns and long or hidden drives, are distinguished by their impressive sizes, sophisticated architectural designs, and significant historical associations.									
Ownership Categories:	⊠Private	Public-Local Public-Sta	ate	Public-Fede	eral				
General District	Information								
What were the histori	cal uses of the resor	urces within the proposed district? Exa	mples	include: Dwelling	g, Store, Barn, etc				
Dwellings, Churches									
What are the current uses? (if other than the historical use)									
Architectural styles or buildings within the p									
Architects, builders, o of buildings within the district:		W. Duncan Lee, Charles Neff, Neff & T Baskervill, Lindner & Phillips, Charles			askervill, Noland &				
Are there any known threats to this district? No									

General Description of District: (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

General Setting and Streetscapes

The proposed Three Chopt Road Historic District primarily includes those residences along a 1.3-mile length of Three Chopt Road, which stretches from Cary Street Road on the south to Bandy Road on the north in the Westhampton area of Richmond's West End.

Curvilinear, picturesque, and lined with mature trees and shrubbery, the historic road was transformed from a rural by-way to an impressive suburban residential corridor between 1900 and 1950, a direct result of the establishment of the Westhampton Park streetcar line in 1901. The large houses that line Three Chopt Road, typically sited on wide, deep lots with manicured lawns and long or hidden drives, are distinguished by their impressive sizes, sophisticated architectural designs, and significant historical associations. The homes, which range in size and type from large bungalows to small mansions, comprise from about 3000 to 7000 square feet and were, with but a few exceptions, designed by architects in a rich variety of early twentieth century, high-style idioms. The proposed district also includes a block of houses, bounded by Three Chopt Road, St. Andrew's Lane, Stonehurst Green, and Iris Lane; these small streets and their houses, located just off of Three Chopt Road to the west, figured significantly in the historical development of the area.

The proposed district is distinguished within a broader suburban setting, adjacent to its boundaries, which features some of Richmond's most notable historic districts, landmarks, and institutions. Across Cary Street Road from its forked junction with Three Chopt Road (just outside the southern tip of the district) stands The Tuckahoe, designed by W. Duncan Lee, an apartment building for which he adapted his signature Georgian Revival idiom for one of Richmond's earliest high-rises; built in 1928, the building is listed on the National Register. The six-story Tuckahoe overlooks the green expanse of the Country Club of Virginia's golf course across the road. Established in 1908 at the corner of Cary Street Road and Three Chopt, the Club and its grounds provide a perpetual green border on the west side of the road.

The proposed Three Chopt Road historic District lies within the vicinity of three of Richmond's oldest educational institutions. To the east of Three Chopt Road, adjacent to the southeastern boundaries of the proposed district, is the campus of St. Catherine's School, a private girls' school and a designated historic district distinguished by its faithful adherence to a campus master plan developed by Hobart Upjohn in the 1920s.² Two of the houses in the proposed district (5800 and 5900 Three Chopt Road) present main facades to St. Catherine's Lane rather than to Three Chopt. The campus of the corresponding boys' school, St. Christopher's, also a designated historic district, borders the eastern boundary further north of St. Catherine's.³ To the west of the proposed district lies the University of Richmond, formerly Richmond College, which relocated from its city location in 1910. Distinguished by a plan developed by Cram, Goodhue, and Ferguson and Collegiate Gothic buildings, the initial buildings were designed by Ralph Adams Cram beginning in 1911.⁴ The land on which the campus is located figures prominently in the history of the proposed district for its origins as the site of the Westhampton Amusement Park, planned by the Olmstead Brothers in 1900, which was the terminus of the Westhampton Park streetcar line.

Originating at the corner of Floyd Avenue and Robinson Street in downtown Richmond, the Westhampton Park streetcar line, active between 1901 and 1947, traversed west along the line of Floyd Avenue, which initially terminated at the city's railroad track belt line. After crossing under the railroad tracks in a tunnel, the streetcar jogged slightly north and the followed its track along what would become Grove Avenue later in the century (at that time, Grove also ended before the belt line). When it reached the Westhampton area, the streetcar turned onto Three Chopt Road and headed northwest to Towana Road, where it was then routed along a right of way (now Campus Drive) to the Westhampton Amusement Park (now the University of Richmond campus). The streetcar line was so integral to the development of this suburban area that the address of George Warren's house on Towana Road was listed simply as "Stop No. 28" in city directories. The house, currently named the Boyd House at 6303 Towana Road and listed on the National Register, was built originally in 1835, and evolved as a significant landmark in the nineteenth and early twentieth centuries.

A tangible remnant of the streetcar era remains in the parallel roads that exist on the stretch of Three Chopt between Grove and Towana Road where the tracks ran on a right-of-way parallel to the road. The route ran directly in front of St. Stephen's Episcopal Church, founded by a group of some of the earliest homeowners on Three Chopt Road in 1911. The church's original structure of the same date, a Colonial Revival building, was replaced by the present Gothic Revival building, designed by Frank R. Watson, Edkins and Thompson of Philadelphia, constructed in 1928, and now listed on the National Register. The unusual frontage caused by the vestiges of the streetcar line has created an unusual amount of hard space at this location; the small road and parking spaces are particularly commodious for the area. Adjacent to St. Stephen's, sharing the same frontage, is St. Bridget's Catholic Church and School, a Gothic Revival building built sometime after 1931. Yet another Late Gothic Revival style church building, Westhampton Baptist Church, also organized in 1911, is located on the old streetcar route, just two doors down at the corner of Three Chopt and St. Christopher's Road.

Across from St. Stephen's, on the west side of Three Chopt Road, the district's boundaries extend to include a block of houses bounded by Three Chopt Road on the east, extending west along St. Andrew's Lane, north around to Stonehurst Green, and east up Iris Lane back to Three Chopt. The houses on this stretch of St. Andrew's Lane, originally built between 1918 and 1944, are anchored by a nineteenth century farmhouse, the core of which was built by about 1850. Around the corner from St. Andrew's Lane is the small, mews-like Stonehurst Green. Entered through a trio of capped stone pillars, the Green clearly was conceived as a village-like enclave of cottages. An anomaly in the proposed district, Stonehurst Green appears to have been planned as a whole in the 1920s and 1930s. Among the houses is architect, W. Duncan Lee's, own "Irish Cottage," as he called it, which he built for himself in 1925⁸; Lee was the architect for several of the houses in the proposed district. Running north from Stonehurst Green is Iris Lane where two houses, built in the 1940s, are nestled into the landscape and sited informally on the narrow and winding lane between the large lots of two of the oldest houses on Three Chopt Road.

After this point, the proposed district becomes entirely residential and tree-lined; the road extends north in a long, picturesque scurve. The large houses generally are sited well back (many are hidden) from the road, which has no curbs or sidewalks. The relationship of

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¹ National Register of Historic Places, The Tuckahoe Apartments, Richmond, Virginia, DHR File No. 127-5820.

² National Register of Historic Places, St. Catherine's School, Richmond, Virginia, DHR File No. 127-5886.

³ National Register of Historic Places, St. Christopher's School, Richmond, Virginia, DHR File No. 127-5995.

⁴ University History: Architecture. 2011. University of Richmond. September 3, 2011 http://urhistory.richmond.edu/architecture/index.html

⁵ Carlton Norris McKenney, Rails in Richmond (Richmond, 1986), 116-122 passim.

⁶ National Register of Historic Places, Gordon-Baughan-Warren House, Richmond, Virginia, DHR File No. 127-6167.

⁷ National Register of Historic Places, St. Stephen's Church, Richmond, Virginia.

⁸ National Register, Tuckahoe Apartments, 9.

the road and the private lots is irregular and inconsistent; at some properties, the green yard ends at the road, at others a wooden fence, brick or stone wall, or a green hedgerow defines a clear break between yard and road.

The proposed district terminates on the east side of Three Chopt Road at Honaker Avenue, just a few doors down from "Huntley," one of the proposed district's largest and most significant residential properties. Also known as Green's Farm and Roselawn, "Huntley" is the remaining acreage of Benjamin W. Green's 492-acre farm established in 1843. In the same year, Green built a house on the east side of the road, which still stands at the core of the residence at 6510 Three Chopt Road. Listed on the National Register of Historic Places, the property is distinguished in several ways: as one of the few remaining examples of late Federal residential architecture, for its role as a Civil War hospital, and as the site of a 1864 skirmish related to Dahlgren's raid and occupation of the property.

On the west side of Three Chopt Road, the proposed district terminates at Bandy Road, its northernmost boundary. Just beyond this point is Bandy Field Nature Park, situated on land distinguished by a rich, nineteenth century history that includes civil war battlements, as well as activities related to the Council of Ham, an off-shoot of the Independent Order of St. Luke, an organization fostered by Maggie Walker; documentation reveals that several small African American farms and homesteads existed on the park's acreage. ¹⁰

Development Pattern

An analysis of early twentieth century construction dates along Three Chopt Road reveals that residential development grew in clusters along this long stretch rather than according to a predetermined or overall suburban plan. The single catalyst for development was the opening of the Westhampton Park streetcar line. After the line opened for business in 1901, a number of unrelated real estate investors and developers began to speculatively purchase and subdivide acreage along the road, and subsequently promote parcels to potential buyers. Sanborn maps dated 1921 and 1931, as well as map of the area, dated c. 1920, indicates the phenomenal suburban growth had that occurred in the first two decades of the twentieth century. Noted on the maps are no less than five, relatively small, named developments along this 1.3 miles stretch of Three Chopt Road including Club View, Hampton Park, and College View on the east side of the road, as well as College Terrace and Roselawn on the west side of the road. 11

Most of the buyers of the parcels along Three Chopt Road, upper middle class or wealthier, owned homes in downtown Richmond, and were ready to relinquish the congestion and stress of the city when the street car system and associated developments made this part of Henrico County accessible and attractive. As lots and parcels became available, they sold quickly and the majority of buyers most often hired architects for their houses themselves. As a result, the building of the houses did not progress in a linear manner along the road, but occurred in clustered groups. Commensurately, the district is characterized by a diversity of early twentieth architectural styles represented in homes that are designed, for the most part, by highly skilled architects.

General Architectural Quality and Prominent Materials

These large-scale homes with expansive lawns, gardens, and acreage were designed for exclusive clientele and their immediate families, including their live-in servants. Typical of early twentieth century high style residential architecture and planning, the houses are sited well back from the road with the goal of privacy. The scale is typically monumental, the designs are competent and correct, plans are commodious and elegantly conceived, and the materials and finishes are of high quality. The road remains is a veritable textbook of early twentieth century architectural styles, with a preponderance of the Classical Revival styles – Colonial, Georgian, and Beaux-Arts – augmented by fine examples of Queen Ann Revival, Tudor Revival, and even Mediterranean Revival. Adding interest to the mix are several Craftsman style bungalows and Arts and Crafts—inspired houses that appear intermittently throughout the proposed district. Landscape and garden designs ranged from casual to formal; landscape architect, Charles Gillette, planned several of the gardens and landscapes, although equally as many were deliberately conceived as casual and unpretentious. Predictably, exterior architectural materials are predominately wooden clapboard, stucco, and red or painted brick, roofs are slate or clay tile, and the houses exhibit a highly refined degree of architectural and ornamental detail. More than a few houses exhibit a startling originality of design amidst an otherwise entirely competent and sophisticated array of twentieth century American residential styles.

Specific Architectural Quality, and Noteworthy Designs and Details

Predictably, one of the earliest groups of houses in the proposed district occurs closet to the point where the Westhampton Park streetcar line diverges from its short run down Three Chopt and turns onto Towana Road. Correct and competent renditions of the Colonial Revival style are prevalent among these earlier houses. The Colonial Revival style house at 6314 Three Chopt Road, built in 1906, is typical of many in this idiom along the road. Next door, Thomas and Elizabeth Bosher Purcell built a Colonial Revival house rendered in stucco at 6402 Three Chopt in 1909; they added a two-story glazed porch addition to the house within a decade of its construction. Down the road, a Colonial Revival house constructed in 1924 at 6615 Three Chopt reveals a slightly updated interpretation of the idiom, taking subtle inspiration from American Shingle Style aesthetics with a front roofline that breaks from the overall slope of the gable roof.

Near the opposite end of the proposed district, at the corner of Three Chopt and St. Catherine's Lane, stands one of the area's most impressive, classically-inspired houses at 5810 Three Chopt Road. Constructed c. 1915 for Neill D. Sills, the grand, white Beaux-Arts-inspired Classical Revival style home features a monumental double-height Tuscan portico with balcony, a solarium at the roofline that opens out to the portico's balustrade porch, and a high hipped roof with a balustrade roofwalk. Sited at the top of the sloping bank of houses at

¹² M. Ethel Kelley Kern, *The Trail of the Three Notched Road* (Richmond, 1929), 259.

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⁹ National Register of Historic Places, Green's Farm (Huntley), Richmond, Virginia, DHR File No. 127-6141.

¹⁰ Bandy Field Nature Park: History. 2011. Friends of Bandy Park. 15 September 2011. http://bandyfield.org/history.php

¹¹ The map appears in Mary Thompson Parks, "Forget Me Nots" Memories of Rio Vista (Richmond, 1972), inside front cover; original at: Virginia Commonwealth University, James Branch Cabell Library, Special Collections and Archives. Some of these names are also noted on Sanborn Map Company, Westhampton, July 1921 and Sanborn Map Company, Westhampton, June 1931.

this location, the house overlooks the green fairway of the Country Club of Virginia across the street.

Just across St. Catherine's Lane from the Sills House is a house designed for the Witherspoon's by the Norfolk-based firm of Neff and Thompson in 1909. A stylistic counterpoint in every way to the Sills House, this whimsical house was built at 5900 Three Chopt, but turned around away from the road, fronting instead on St. Catherine's Lane, where the front façade is presented in a semi-private forecourt. ¹³ Neff and Thompson's design, clearly inspired by the later houses of Britain's Arts and Crafts movement, is particularly reminiscent of the English country houses of Edwin Lutyens; this is especially evident in details such as the placement of a fenestrated chimney at the entry, a detail also seen in the American Shingle Style houses of New England. The deliberately irregular and asymmetrical massing of the house, the plethora of rooflines and peaks, and the mixing of materials -- wooden clapboard, red brick, stucco, and stone -- were designed deliberately to give the house an appearance of having been added onto over time by the handiwork of skilled craftsmen.

A few doors south of the Witherspoon House, across from the Country Club's golf course, stands the house of one of the developers of The Tuckahoe apartment building, John Swartwout, and his wife, Rose, at 5800 Three Chopt Road. Built c. 1920, the stucco and half-timbered house was designed by W. Duncan Lee in a vaguely Tudor Revival style, which has also been referred to as "Norman" and "Norman, with French influence. ¹⁴ The house, like the Witherspoon House, is particularly picturesque on its "rear" façade, which faces St. Catherine's Lane, where a tall, round tower provides a dramatic entrance.

Unpretentious cottage styles seemed to be a common preference among homebuilders along Three Chopt Road. The Craftsmanstyle bungalow built in 1912 at 5906 Three Chopt, although a commodious 4000+ square feet, presents as modest and humble amongst its larger neighbors. W. Duncan Lee's own house at 12 Stonehurst Green, his "Irish Cottage," as he called it, ¹⁵ clearly shows a sophisticated understanding of an emergent updated version of the traditional cottage at that time; Lee may have been influenced by the contemporaneous designs of British architect, Charles Voysey, whose pared-down, simple Arts and Crafts style incorporated the crisp, clean lines of an encroaching modernism. The cottage's steeply sloping roof with eyebrow eaves, the banked multi-pane windows with heavy stone sills, the curious sliver of roof over the lower section of the end chimney, and the deeply recessed entrance indicate the architect's appreciation for the fine crafting of architectonic elements.

The proposed district also comprises several houses inspired by late nineteenth and early twentieth century British architecture, particularly the style associated with the Arts and Crafts movement. Arguably, the liveliest rendition of the Arts and Crafts cottage aesthetic in the proposed district is the stucco house at 6317 Three Chopt Road. Built c. 1935, the design of this house, with its floating and exaggerated eyebrow roofline, emphasizes the entrance with a projecting frontispiece that resembles a miniature house façade around the hooded doorway. On the remainder of the façade, which is basically symmetrically disposed, the irregular fenestration, with window openings that vary widely in size, shape, and type, creates an impression that the house was hand-crafted; the accentuated verticality of the proportions and the stark, heavy detailing give the house a vaguely Northern European or Bavarian appearance.

A fine example of the Mediterranean Revival style – crisp, white stucco, clay tile roofs, stylized arches, a multitude of porches and open loggias – can be seen at 6204 Three Chopt Road. Constructed c. 1924, the house is located on its own private way, the last remnant of the streetcar right of way just before it turns into Towana Drive. A similar house at 6609 Three Chopt Road, built c. 1925, is a more subdued and classical rendition of the style. Symmetrically disposed, the stucco house with clay tile roof, has two identical solarium wings. The hooded doorway indicates the influence of the Spanish mission style, which is a stylistic cousin, in terms of similar materials, of the Mediterranean Revival style.

This representative sampling reveals the diversity of house styles that were built up along the Three Chopt Road, where the common denominators are the large scale and site, expert design, and high quality of materials. Perhaps as important are the common attributes of siting for the houses and the retention of the intangible "country road" quality of Three Chopt. These large homes are set far back from the road, fronted by large expanses of lawn and the occasional low wall, and some are sited within forested enclaves barely discernable from the road. Having never been developed with curbs or sidewalks, the persistent historic quality of Three Chopt Road, basically unaltered from its meandering, rural by-way origins, has remained intact on this relatively secluded stretch of road lined by mature trees, some of which are far older than the houses themselves.

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¹³ Residence for Mr. W.A. Witherspoon, Plans and Elevations, *The Architectural Review XVI*, No. 10, Plate LXXXV.

¹⁴ "Attractive New Home on Old Norman Lines." *Richmond Times Dispatch*, September 9, 1923. Cited in National Register, Tuckahoe Apartments, fn6. Kern, *Trail of Three Notched Road*, 259.

¹⁵ National Register, Tuckahoe Apartments, 9.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

Introduction

The history of the proposed Three Chopt Road Historic District during the years of its period of significance, 1900 to 1950, is related integrally with personages, events, and institutions that have had considerable impact on the civic and cultural life of the City of Richmond and the Commonwealth of Virginia, as well as aspects of suburbanization across the United States. By the end of the nineteenth century, Three Chopt Road had been long venerated as a colonial Virginia east-west byway and the site of American Revolutionary War and Civil War skirmishes. In the early twentieth century, this 1.3-mile stretch of Three Chopt, located in what was then alternately referred to as the Westhampton or Rio Vista area of Henrico County, developed into an area that, arguably, would become Richmond's most significant suburban development. Characterized not by strict suburban planning, per se, but by clustered, organic growth, the large houses that rose along Three Chopt were sited back from the colonial road, which was not significantly altered or enlarged to accommodate the initial, rapid pace of development in the area between 1900 and 1920. At the same time, comparatively enormous amounts of farmland surrounding the burgeoning neighborhood were being acquired by some of Richmond's most prominent educational, ecclesiastical, and social institutions.

The single catalyst for Three Chopt Road's transformation from a rural road to one of Richmond's most prestigious addresses was the launch of the Westhampton street car line in 1901. The line linked downtown Richmond with Westhampton Amusement Park, which opened in 1902 on land (now the University of Richmond campus) near Three Chopt Road, some three miles from the western border of the City at that time. The line – and, indeed, the park -- was the direct result of the development of America's first electric streetcar system launched in Richmond by the "Father of Electric Traction," Frank J. Sprague (1857-1934), in 1888. With subsequent suburban links to at least three major parks outside of the city between 1890 and 1901, Sprague's system broadened Richmond's landscape and afforded relief from urban congestion by providing access to parks that were specifically developed at the ends of the lines to offer outdoor amusements amidst fresh air and green landscapes. Further, Sprague's streetcar system would prove to be the catalyst for a transformative change in America's urban and suburban landscapes, redefining the relationships of home, work, and leisure as the nature and boundaries of the city shifted and "streetcar suburbs" proliferated. 16

The houses lining either side of the district's 1.3-mile stretch of Three Chopt Road, built by some of Richmond's most prominent citizens in business, education and the arts, represent some of Richmond's finest residential architecture, the work of numerous notable architects in Virginia and the eastern United States, among them W. Duncan Lee (who designed several in the proposed district), Howland and Baskervill, Noland and Baskervill, Charles Neff and his firm, Neff and Thompson, and Lindner and Phillips. Virginia's premier landscape architect, Charles Gillette, designed several landscapes and gardens in the proposed district. Concurrently, the confluence of events that followed the linking of Richmond's Three Chopt Road area with the city proper resulted in the relocation and development of some of Richmond's most influential and long-lived ecclesiastical, educational, and recreational institutions, a number of which already have been listed on the National Register of Historic Places. The proposed district, which represents Richmond's finest high-style residential architecture in a diversity of early twentieth century styles, is bordered along its eastern boundaries by two historic districts, St. Christopher's School and St. Catherine's School, and encompasses three properties listed individually on the National Register: St. Stephen's Episcopal Church, The Boyd House, and Huntley (Green's Farm). A fourth designated property, The Tuckahoe Apartments, is located adjacent to the southern end of the proposed district. Additionally, the history of the proposed district is integrally linked to the adjacent development of two of Richmond's private social and educational institutions, the Country Club of Virginia and the University of Richmond.

Three Chopt Road and Surrounding Farmland in the 18th and 19th Centuries

Three Chopt Road (called variously Three Notched Road and Three Chopped Road throughout its history) is distinguished as the Commonwealth's oldest east-west byway, which ran between Richmond and the Shenandoah Valley west of Charlottesville from the 1730s until the 1930s, before U.S. Route 250 superseded it. Thought to be an early eighteenth century improvement upon a pre-Colonial, native American trail, the name of the road is documented in land grant documents as early as 1734 and 1735, wherein a parcel in Albemarle County is described as "lying on both sides of the Three Notched Road and extending . . . to a point near the D. S." The initials stand for David Stockton, a pioneer who "blazed a trail from Williamsburg to Goochland" and carved his initials in a tree. The carved "D.S. Tree" near Ivy, Virginia west of Charlottesville is the zero mile marker on the Three Notch'd Road. At least by the mid-eighteenth century, Three Chopt Road appears to have been defined and open from Richmond through the Blue Ridge mountains, with three notches on trees at periodic intervals along its length; these early renditions of mile markers were measured from "the D.S." zero mile marker. Three Chopt Road figured in Revolutionary war events and maneuvers associated with Jack Jouett, the Marquis de Lafayette, and Lord Cornwallis prior to the victory at Yorktown, as well as Civil War-related raids and skirmishes in the next century.

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¹⁶J.E. Brittain, Frank J. Sprague and the Electrification of Urban Transportation," Proceedings of the IEEE 35, No. 7 (July 1997), 1183-1184.

¹⁷ Nathaniel Mason Pawlett and Howard H. Newlon, Jr. The Route of the Three Notch'd Road: A Preliminary Report (Charlottesville, VA, 1976; revised 2003), 1-6 passim. See also, M. Ethel Kelley Kern, *The Trail of the Three Notched Road* (Richmond, 1929), passim.

¹⁸ Colonial Land Office Patents No. 15, 1732-1735 (v.1 & 2 p.1-522), p. 356 (Reel 13). Library of Virginia. "2300 acres on Moor's Creek on the south side of the Rivanna." Colonial Land Office Patents No. 16, 1735, p. 79 (Reel 14). "700 acres." Part of the index to the recorded copies of patents for land issued by the Secretary of the Colony serving as the Colonial Land Office.

¹⁹ Edgar Woods, Albemarle County in Virginia: giving some account of what it was by nature, of what it was made by man, and of some of the men who made it (Charlottesville, 1901), 320.

²⁰ Nathaniel Mason Pawlett and Howard H. Newlon, Jr. The Route of the Three Notch'd Road: A Preliminary Report (Charlottesville, VA, 1976; revised 2003), p. 1-6 *passim*.

²¹ Pawlett and Newlon, Route of The Three Notch'd Road, 1-4

Until the area was annexed by the City of Richmond in the early 1940s, that portion of Three Chopt Road within the proposed district was a part of Henrico County, about six miles west of Richmond, between the city and Westham proper. One main thoroughfare, the Plank Road or Westham Plank Road (later River Road, then Westhampton Avenue, and presently Cary Street Road) linked the two locations. Three Chopt Road diverted off from its fork with the plank road in a northwest direction, passing over forested land that began to be settled with large farmsteads in the early nineteenth century. Several farms in the area figure prominently in the development of the Westhampton Park streetcar line; their history exhibits the transition from remote farmland to early twentieth century institutional and residential place-making that has endured to the present day.

In 1843, Benjamin W. Green established his farm with a purchase of 492 acres that extended east to west on either side of Three Chopt Road. In the same year, Green built a house on the east side of the road, which still stands at 6510 Three Chopt Road. Now known as "Huntley" and listed on the National Register of Historic Places, the house is distinguished in several ways: as one of the few remaining examples of late Federal residential architecture, for its role as a Civil War hospital, and as the site of a 1864 skirmish related to Dahlgren's raid and occupation of the property.²³

On the west side of Three Chopt Road, just south of Green's Farm, stood the farmhouse of James Gordon, built in 1835, and subsequently purchased by Benjamin S. Baughan in 1858. The history of Baughan's house and property, now referred to as the Boyd House and listed on the National Register of Historic Places, exemplifies the sea change that occurred in the Three Chopt Road area within a decade of the turn of the century. Baughan, who evolved as one of six principal and highly successful farmers in the region, lived to see the area officially named Westhampton with the establishment in 1874 of the Westhampton Post Office in the vicinity of the present-day Rio Vista Road (across Cary Street Road from the Three Chopt fork). During Baughan's lifetime, the name Westhampton was changed to Rio Vista in 1886, an official name (located on postal service maps) until 1922 when it was changed back to Westhampton. When Baughan died after 1896, a portion of his land was sold in 1901 to the Westhampton Railway Company in anticipation of the streetcar line and the amusement park at its terminus. Baughan's house was sold in 1902 to Gywn Lyle, chief draftsman for the C&O Railroad. When Lyle's sister, Lillian and her husband, George Warren, subsequently purchased the house and almost four acres of land in 1910, the Warren house became Stop No. 28 on the Westhampton streetcar line, which turned off of Three Chopt to go down to the Park via Towana Road, named for the three families that lived on it: *Towers, Warren*, and *Nash*.²⁴

Immediately southwest of and adjacent to Baughan's land, a large parcel of farmland was purchased in 1897 by The Grand Foundation United Order of True Reformers, an African American mutual benefit association founded in Richmond by William Washington Browne in 1881.²⁵ In 1897, the True Reformers purchased 634 1/4 acres of land "known as the Westham farm and the site of the historic Westham iron furnace ... at a cost of \$14,400, for the location of the first Old Folks Home. There is a large dwelling house, with the usual outhouses, on this farm;" Located on the south and north sides of River Road (the north parcel is the site of the University of Richmond campus today), the purchase was made with a two-fold purpose: "(1) to raise and market agricultural products and (2) to develop a Negro community." In 1898, over one hundred half-acre lots of the farm were offered for sale in an effort to develop "Browneville," an all-black community. As the following account by one of the original officers of the Order indicates, the project had a difficult time getting started, but the value of the land increased significantly with the coming of the Westhampton Park Line and its related investors:

"In September, one hundred and thirty lots were cut off and offered for sale. Notwithstanding the gloom of darkness that hung densely over the project, those of faith rallied to the flag, and many lots were sold. Some paid cash in full and others paid in part. All of this was done by faith. God sent men of means with an electric car line, terminating at the boundary of the farm, which links Richmond and Westham together, and doubly increased the value of the land. ... In 1902 every lot had been sold." ²⁷

Although the Old Folks Home and the farm were established, prospering for about a decade, sadly subsequent financial troubles tied to the True Reformer's bank operations in 1910 led to the collapse of most of the organization's investments and ventures. The True Reformer's Westham Farm land is now occupied by The University of Richmond.

Cool Springs Farm, another large farm in the area that appears to have been bordered on one side by Three Chopt Road, survived into the early twentieth century, as well. The land (now occupied by the Country Club of Virginia) was the property of Albert Warren, who paid \$5,000 for 129 acres in 1886. W. T. Armistead, one of the original investors in the Westhampton Railway Line, later purchased Warren's farm for \$10,000.²⁸

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²² "Westham" appears with the same graphic prominence as "Richmond" on Joshua Fry and Peter Jefferson's Map of 1751, A map of the most inhabited part of Virginia containing the whole province of Maryland with part of Pensilvania [sic] and North Carolina. The Library of Congress.

²³ National Register of Historic Places, Green's Farm (Huntley), Richmond, Virginia, DHR File No. 127-6141.

²⁴ National Register of Historic Places, Gordon-Baughan-Warren House, Richmond, Virginia, DHR File No. 127-6167.

²⁵ Directed toward a growing middle class black population, the organization flourished between 1881 and 1910, developing a savings bank, real estate company, a retirement home, and an industrial and mercantile organization.

²⁶ William Taylor Thom, "The True Reformers," in United States Department of Labor, Bulletin of the Department of Labor (Washington, D.C., 1901), 810-1811.

²⁷ William Patrick Burrell and D.E. Johnson, *Twenty-five Years: History of the Grand Foundation of the United Order of True Reformers, 1881-1905* (Richmond, 1909), 295. See also, Abram Lincoln Harris, *The Negro as Capitalist A study of banking and business among American Negroes* (Philadelphia, 1936)

²⁸ Mary Thompson Parks, "Forget Me Nots" Memories of Rio Vista (Richmond, 1972), n.p.; McKenney, Rails, 117.

In 1890, Mark Thompson, a Ohio businessman, purchased 139 acres of land west of Three Chopt Road and established Westview, a highly successful fruit farm. Bounded by Three Chopt on the west, Westview Avenue on the east, Cary Street Road on the south, and Patterson Avenue on the north, the farm became one of the largest and most successful fruit farms in the United States. Now occupied by the retail corridor and surrounding streets referred to as "Libbie and Grove," the historic core of this retail area was bolstered, of course, by the coming of the streetcar line on Grove Avenue. After Thompson's heirs sold the land in the early twentieth century, the area quickly evolved as a shopping district upon which Three Chopt Road homeowners depended.²⁹

Three Chopt Road in the Early Twentieth Century: The Westhampton Park Streetcar Line and Westhampton Amusement Park

When the Westhampton Park Railway Company was incorporated and chartered on March 7, 1900, the City of Richmond's westernmost boundary was at The Boulevard; the land west of the City's railroad belt line, just a little further out, was rural farmland. The Westham Plank Road, which extended west all the way to Three Chopt and further to Westham and the Westham Bridge (now Huguenot Bridge) across the James River, was often muddy and difficult to traverse. The Westhampton line originated at the corner of Floyd Avenue and Robinson Street, and ran west on Floyd Avenue to the avenue's end at the city's beltline railroad tracks, which were at ground level. The streetcar then ran underneath the tracks through a tunnel. Originally, once past the tracks, it proceeded west in a straight line for about three more miles through fields and forest. Later in the 1920s, when Grove Avenue was extended, the Westhampton streetcar line followed the course of Grove out to Three Chopt Road. Nearing the end of the line, the Westhampton street car diverged north on a right of way parallel to Three Chopt Road for a short distance before heading west down Towana Road and a right of way (now Campus Drive) that terminated originally at the site of the Westhampton Amusement Park, which was centered around Green's Pond, and later on The University of Richmond campus (the pond has been renamed Westhampton Lake).

The new Westhampton Park Railway Company was granted the right to own up to one thousand acres in Henrico County and was appropriated \$100,000 "to beautify the spot and make it popular." Among the original incorporators were W. T. Armistead, who owned Cool Springs Farm and evidently used it for collateral, as well as R.A. Patterson, A.W. Garber, J.H. Mulholland, R.T. Lacy, and R.M. Beattie, many of whom owned large tracts of land along the proposed line. The park, which opened on Memorial Day in 1902, was modeled after the landscapes and amenities offered by more remote mountain or seaside resorts of the nineteenth century. "Converted from a wilderness" with a landscape plan, dated 1900, by The Olmstead Brothers, the new park offered a dance hall and restaurant in a two-story pavilion overlooking the lake, a colorful gazebo and boat landings, a merry-go-round, venetian gondola rides, bowling alleys and shooting galleries, and an electric tower "which stands on a hill and throws a light for miles in every direction." An astounding 25,000 people rode out on the single-track Westhampton line during the first week after the park's opening.

In spite of its popularity, the amusement park was short-lived. Within two months of opening, the Westhampton Park Railway Company made the unfortunate decision to merge with the Virginia Passenger and Power Company, which was already in debt, and which pledged the assets of Westhampton Park to borrow additional funds. Adding to the park's financial woes was a transit strike that lasted through the summer of 1903. Within a year, the mortgages were in default, and the company was forced into receivership. W. T. Armistead's collateral - 105 acres of his Cool Springs Farm -- was sold to the Country Club of Virginia, and property owners on what would become St. Andrew's Lane. The grounds of Westhampton Amusement Park were sold to Judge Julien Gunn, who offered over one hundred fifty acres of the land to Richmond College, then located in downtown Richmond.³⁴ Thus, the Westhampton Amusement Park's financial debacle inadvertently spawned the establishment of two of Richmond's most prominent institutions at this location. When the country club opened in 1908 and Richmond College moved from its downtown location in 1910, the two institutions, with their expansive, perpetually manicured landscapes, provided a permanent, genteel green buffer to the west along this quiet stretch of Three Chopt Road.

Between 1910 and 1931, as Sanborn maps reveal, the Three Chopt Road area changed dramatically. The motivating factors and selection process that prompted city residents to build homes on Three Chopt Road are recalled in the remarkable, handwritten memoir notes of Elizabeth Bosher Purcell, whose husband, Thomas, purchased two lots of land in a subdivided parcel on Three Chopt named "Hampton Park," in 1909.³⁵ For their first-hand account of the perils of city living and the lure of the streetcar suburbs, the notes are well worth relating here.³⁶

The Purcell's, newly married in October 1904, moved into their first home, a new townhouse at 1004 West Avenue, and soon had a child, Elizabeth, born in August 1905. Although there were only "five little brick houses, three on the odd no. side & two on the even side" when they moved in, Purcell writes "that winter houses started spring up from one end of West Ave. to the other ... at the end of a couple of years West Avenue had become a closely built narrow street with almost no front yards for the children to play in, so the pavement swarmed with them." Sadly, baby Elizabeth died at ten months of age in the early summer of 1906. As Purcell relates, "How many babies died in

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²⁹ Parks, "Forget Me Nots," n.p. See also, Westhampton Commercial Historic District, Preliminary Information Form, Virginia Department of Historic Resources.

³⁰ Carlton Norris McKenney, Rails in Richmond (Richmond, VA, 1986), 118.

³¹ McKenney, Rails, 117.

³² McKenney, Rails, 117.

³³ McKenney, Rails, 117.

³⁴ McKenney, *Rails*, 118.

³⁵ Hampton Park Company, Inc. (Richmond, Virginia), Minute Book, 1909-1910, n.p.

³⁶ Elizabeth Bosher Purcell, Hand-written Memoir Notes, n.d. Courtesy of Nancy Purcell and Rachel and Guy Davis. Elizabeth M. Bosher was the daughter of Robert Semple Bosher (1843-1904), the President of the Richmond-based, T.C. Williams Tobacco Company, one of the largest manufacturers of tobacco for export in the country. Founded in 1843, the company was sold ultimately to the British-American Tobacco Company in 1903.

³⁷ Drew St. J Carneal in *Richmond's Fan District* (Richmond, 1996), pages 164-165, corroborates Mrs. Purcell's memory: "the five eastern lots, two on the north side and three on the south, were improved in 1893 with identical houses."

those days from that strange undiagnosed cause! Teething and the hot weather!" Weary of the summer heat, which drove her to "go to board in two rooms in Ginter Park or ... go to lead a very dull life in the mountains & leave Tom to live a very lonely one on West Ave," Elizabeth and her husband "started to look for a locality that would have street car service and still be countrified enough to sell property by the acre." The Purcell's who "took street car rides out into the suburbs all around the city, trying to decide in which direction we would like best to buy and build," did not at first consider Westhampton because "it seemed so very far away and would be so lonely." Before long, however, when their friends decided as a group to buy and build along Three Chopt, the Purcell's began to seriously consider the area.

Purcell writes that realtors Frederick Todd and Beirne Blair were "largely responsible for developing the neighborhood." Soon after their friend, Frank Powers, spoke to them of joining the group, Elizabeth writes "Mr. Blau and Mr. Todd descended upon us ... every weekend we took the Westhampton car and with our list of available lots we got off at the Three Chopt Road and started on a sight seeing tour on foot." The Purcell's seriously considered "the old Ben Green house [now Huntley at 6510 Three Chopt] but rejected the property for two reasons: (1) "the idea of walking a ½ mile [to the nearest streetcar stop] on a cold winter morning & back on a dark cold night did not appeal so much" and ironically, (2) "when got Mr. William Howland of the firm of Howland and Baskerville Arct [sic] to go out with us he ... said he didn't think it was worth spending a whole lot of money on it."

Eventually the Purcell's settled on two lots just past that point on Three Chopt where the streetcar turned onto Towana Road. There, George Warren's house [now the Boyd House] served as Stop No. 28. Elizabeth writes that after the Purcell's and their friends built their houses, the neighbors became a close group because, she relates, there was also a bit of a downside to suburbia: "we were so cut off from Rch [sic], without cars and bad roads that we grew into a delightful congenial village."

The Purcell's were part of a group of young couples who had built houses on Three Chopt, and who together founded St. Stephen's Church in 1911 under the guidance of Reverend Zebulon S. Farland. The church's founders and inaugural vestrymen -- Thomas Purcell, James Ball, Frank Powers, St. George Anderson, Julien Binford, Jr., Frank A. Hobson, and George A. Tower - all had built houses on either St. Andrew's Lane or Three Chopt Road; initially, they raised funds to build a small Colonial revival style brick chapel, erected in 1911, to house the new church body. By 1928, the congregation was flourishing and in a position to commission the design of the existing church, in a sophisticated Early Gothic Revival style, from the Philadelphia architectural firm of Frank R. Watson, Edkins, and Thompson. 38

In the same year, John Swartwout, an attorney, and his wife, Rosa, who lived in the "Norman Revival" house at 5900 Three Chopt Road, chose W. Duncan Lee to design the Tuckahoe Apartments, "Richmond's first suburban apartment hotel." ³⁹ Opening in the summer of 1929, just months before the stock market crash, the Tuckahoe attracted both year-round occupants and those merely seeking a pied a terre in what had become, in just under three decades, the Richmond metropolitan area. Yet another indicator of encroaching cosmopolitanism in the area is the example of Ella Binford's two successive businesses. Ella, the wife of real estate developer Julien Binford, was the "hostess" of the Three Chopt Inn, "the first place of refreshment on this road if we except the [country] club," which was located within the 6400 block of the proposed district, just northeast of Towana Road on Three Chopt Road. After the Tuckahoe opened, Ella moved her business, Ella Binford's Tea Room, into the basement of the Tuckahoe Apartments in 1933.⁴¹

An analysis of the number of houses built in each decade after the Westhampton Streetcar line originated in 1901 reveals that the Three Chopt Road area was a thriving, if secluded, residential neighborhood by the time of the stock market crash in 1929. Of the seventythree houses built in the proposed district during the period of significance, 1900 to 1950, a little more than half (forty-three) were built between 1900 and 1929; more than a quarter (twenty-three) were built in the first two decades (1900 to 1919) and another quarter of the total (twenty) were built in the decade leading up to the crash (1920-1929). Only eight houses were built in the decade after the crash (1930-1939) and another eight were built during the uncertain years before and after World War II (1940 to 1949). Newer infill and replacement houses (fourteen) were built in the 1950s.

Despite the advent and increasing ubiquity of the family automobile beginning in about 1910, and the running of city buses beginning in the 1920s, the Westhampton line persevered and served throughout the decades, carrying Richmonders through the gasoline rationing of World War II. After the war, the Westhampton line met its demise during a ninety-day trial period in which buses replaced the streetcars. After May 1947, streetcars never ran on the Westhampton line again. $^{\rm 42}$

The proposed Three Chopt Road Historic District is situated within environs provided by a grouping of important educational, ecclesiastical, and social institutions that remains unparalleled in the City of Richmond, and arguably, throughout the Commonwealth. This linear suburban development along Three Chopt Road, and indeed the road itself, has been preserved with remarkable integrity for more than a century. The houses, most architect-designed and built by prominent leaders in Richmond's civic and cultural affairs, have with few exceptions also retained their original architectural integrity. As an intact, consistent collection of early twentieth century architect-designed houses in a variety of architectural styles rendered with skilled craftsmanship and high quality materials, the proposed district, which "embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction," appears to be eligible for nomination as an historic district based on Criterion C. In its direct manifestation of the efficacy of America's first electric streetcar system, and as one of the earliest streetcar suburbs in the City of Richmond, in Virginia, and in the United States, the proposed Three Chopt Road Historic District is "associated with events that have made a significant contribution to the broad patterns of our history" and appears to be eligible for nomination as an historic district based on Criterion A.

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³⁸ National Register of Historic Places, St. Stephen's Church, Richmond, Virginia.

³⁹ National Register of Historic Places, The Tuckahoe Apartments, Richmond, Virginia, DHR File No. 127-5820.

⁴⁰ Kern, Three Notched Road, 261; there was a "restorium" nearby, as Kern relates: "the Bronsons have bought the restorium which Miss Van Vort conducted."

⁴¹ National Register, Tuckahoe Apartments, Section 7 page 3.

⁴² McKenney, Rails, 119.

Applicant Information (Individual completing form if other than legal owner of property)										
Mr. X Mrs. Mrs. Mss. Miss	Guy A. 1	Davis								
	(Name) Richmond			(Firm)						
6402 Three Chopt R	oad	(C')		VA	23226					
(Address) Guy.davis@	(City)		(State) 804.644.7000	(Zip Code)						
	Address)		(Daytime	telephone including are	ea code)					
Applicant's Signature:			Date:	October 7, 2011						
Notification In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager. Mr. X Mrs. Dr.										
Miss	James D. Hester,	James D. Hester, CAE, RES, MAI, SRA			City Assessor					
(Name) (Position)										
Richmond (Locality)		900 E. Broad St., Room 802 (Address)								
Richmond	VA	23219	(/ (a a i e s s)	(804)646-5600						
(City)	(State)	(Zip Code)	(Daytime telephone including area code)							
Please use the following space to explain why you are seeking an evaluation of this district. For many years, several residents within the proposed district have explored the possibility of pursuing the historic district designation for Three Chopt Road. These residents have gathered significant amounts of information about the district and its history, but never formally filed a nomination for review by the DHR. By all measures, the proposed district has played a very important role in Richmond's history, and already includes three individual properties that are listed in the Virginia Landmarks Register and the National Register of Historic Places. I am seeking an evaluation of this district to honor the history of the homes in this district, and to facilitate and encourage complementary renovations to the historically significant properties therein.										
Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes x No Would you be interested in the easement program? Yes No x										

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